

a tread with a predetermined thickness between a radially external surface of the tread and a radially internal surface of the tread in contact with the belt structure, the tread extending coaxially around the belt structure and comprising a row of central blocks and a row of intermediate blocks arranged on each side of an equatorial plane of the tyre between a central longitudinal groove formed astride the equatorial plane and a pair of longitudinal lateral grooves, the blocks of the central and intermediate rows being circumferentially spaced respectively by a plurality of first and second transverse grooves extending in a direction substantially perpendicular to a predetermined direction of forward travel of the tyre, each block being formed by a pair of transverse sides, respectively a front side and a rear side, relative to the direction of forward travel, and by a pair of longitudinal sides, the blocks of the central rows being separated from the blocks of the intermediate rows by a pair of circumferential sipes, wherein:

the blocks of the intermediate rows are circumferentially staggered by a first predetermined quantity relative to the blocks of the central rows;

the blocks of the central rows arranged on a first side of the equatorial plane of the tyre are circumferentially staggered by a second predetermined quantity relative to the blocks of the central rows on a second side of the equatorial plane of the tyre;

the first and second transverse grooves have centre lines converging in the direction of forward travel with ends on planes parallel to the equatorial plane of the tyre;

the first and second transverse grooves have centre lines inclined in opposite directions to one another at a first angle with respect to a plane perpendicular to the equatorial plane of the tyre; and

a depth of the first and second transverse grooves is equal to at least 95% of the thickness of the tread.

2. (once amended) The tyre of claim 1, wherein a width of the transverse grooves is between 8 mm and 11 mm.

3. (once amended) The tyre of claim 1, wherein a width of the longitudinal grooves is between 10 mm and 14 mm.

4. (once amended) The tyre of claim 1, wherein the depth of the longitudinal lateral grooves is equal to at least 95% of the thickness of the tread.

5. (once amended) The tyre of claim 1, wherein the tyre comprises, in a position axially outside the intermediate rows, a row of shoulder blocks and elastic means for connecting together circumferentially adjacent shoulder blocks.

6. (once amended) The tyre of claim 5, wherein the elastic connection means consists of a relief in a transverse groove between successive shoulder blocks, the relief extending up to a predetermined height.

7. (once amended) The tyre of claim 5, wherein the shoulder blocks are circumferentially staggered relative to the blocks of the intermediate rows.

8. (once amended) The tyre of claim 5, wherein longitudinal outermost sides of the shoulder blocks are provided with facets.

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9. (once amended) The tyre of claim 1, wherein the transverse grooves form, together with a plane perpendicular to the equatorial plane of the tyre, a first angle between 10° and 15°.

10. (once amended) The tyre of claim 1, wherein the first quantity of circumferential staggering of the blocks is comprised between 48% and 58% of a length of a block.

11. (once amended) The tyre of claim 1, wherein the second quantity of circumferential staggering of the blocks of the central rows is comprised between 47% and 57% of a length of a block.

12. (once amended) The tyre of claim 1, wherein the second quantity of circumferential staggering is substantially equal to the first quantity of circumferential staggering.

13. (once amended) The tyre of claim 1, wherein the circumferential sipes have a maximum width of 3 mm.

14. (once amended) The tyre of claim 12, wherein a depth of the circumferential sipes is between 19 mm and 22 mm.

15. (once amended) The tyre of claim 1, wherein the front and rear sides of the blocks of the central row are formed by two straight portions inclined at a first angle with respect to a

plane perpendicular to the circumferential sipes and by a third intermediate spacing portion connecting together the straight portions.

16. (once amended) The tyre of claim 15, wherein the third connecting portion forms a second angle with a plane perpendicular to the equatorial plane of the tyre, and wherein the second angle is between 30° and 40°.

17. (once amended) The tyre of claim 1, wherein the tyre comprises means for mutual engagement of the blocks of the intermediate and central rows.

18. (once amended) The tyre of claim 17, wherein the mutual engagement means consists of longitudinal sipes separating the central and intermediate rows having a zigzag pattern.

19. (once amended) The tyre of claim 1, wherein the central longitudinal groove has a width between 8 mm and 15 mm.

20. (once amended) The tyre of claim 1, wherein a depth of the central longitudinal groove is between 19 mm and 22 mm.

21. (once amended) The tyre of claim 1, wherein the central longitudinal groove is provided with a rib radially extending from a bottom thereof.

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